

# THE VALUES OF THE REGION 2005

SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS



*Measuring Regional Progress*





## *Resolving Regional Challenges*

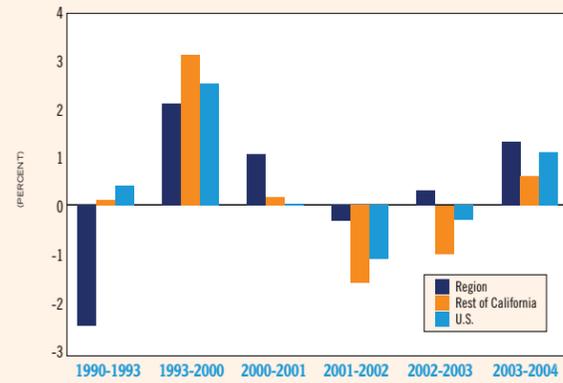
The Benchmarks Task Force, comprised of members from the public and private sectors and academia, rated the region's condition on the selected indicators. The data used for the various indicators was the most current at the time the report was prepared. The grades on this report card represent an average of the grades given by the Task Force members.

The preparation of this report card was financed in part through grants from the United States Department of Transportation – Federal Highway Administration and Federal Transit Administration – under provisions of the Transportation Equity Act for the 21st century (TEA-21). The California Department of Transportation provided additional financial assistance.

The Southern California Association of Governments published the State of the Region, a report on Southern California. The complete report and report card are available at [www.scag.ca.gov/publications](http://www.scag.ca.gov/publications). For questions on obtaining copies of the report, please contact SCAG staff at (213) 236-1929 or e-mail [gutierrez@scag.ca.gov](mailto:gutierrez@scag.ca.gov).

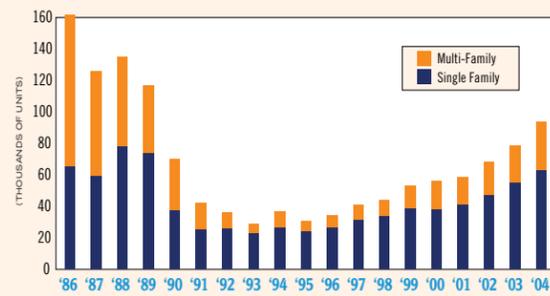
818 W. Seventh Street, 12th Floor • Los Angeles, CA 90017-3435 • 213.236.1800 • [www.scag.ca.gov](http://www.scag.ca.gov)

**Employment Change**  
(Annual Average)



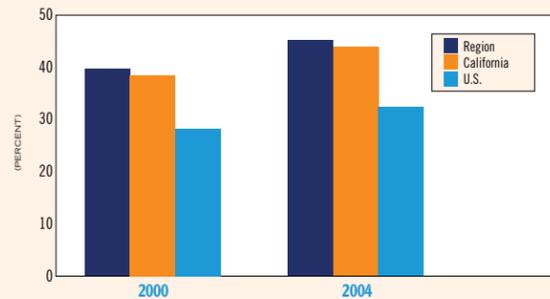
Source: California Employment Development Department and Council of Economic Advisers

**Residential Building Permit Activity**



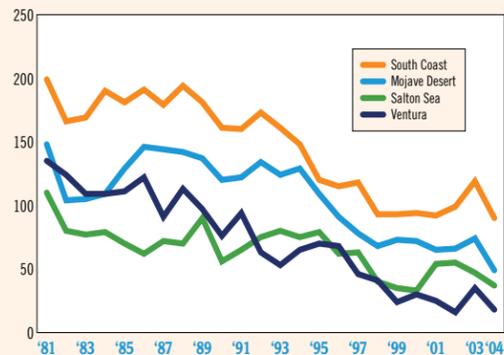
Source: Construction Industry Research Board

**Housing Cost Burden**  
(Homeowners Paying 30 Percent or More of Household Income on Housing)



Source: U.S. Census Bureau

**Ozone Pollution in Non-attainment Air Basins**  
(Number of Days Exceeding Federal 8-hour Standard)



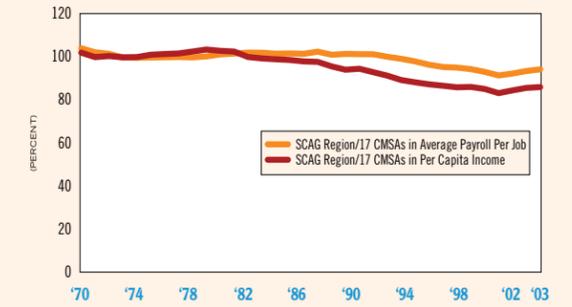
\* Ventura County is part of the South Central Coast Air Basin  
Source: California Air Resources Board and South Coast Air Quality Management District

# THE STATE OF THE REGION 2005

Grade: **A: excellent** • **B: moderately well** • **C: average** • **D: potential failure** • **F: failing**

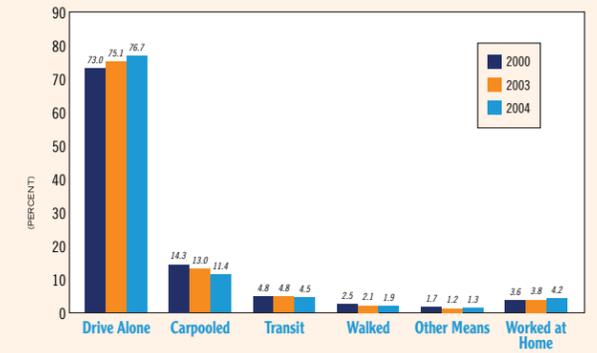
Sector	Condition	Grade			
<b>Employment</b>	In 2004, the region achieved its first meaningful job growth (90,000 jobs) since 2000. Recovery in the job market was broad-based with nine of the twelve economic sectors contributing to the job increases. Rebound of the basic industries such as travel and tourism and professional services contributed to the recovery. Population increase of 284,000 in 2004 also contributed to the continuing growth of the population-serving sectors such as retail, health care and housing construction. Since the 2001 recession, housing-related sectors contributed much more significantly to job growth and economic recovery in the SCAG region than in the rest of the nation. Between 2003 and 2004, the unemployment rate in the region, though it declined from 6.2 to 6 percent, continued to be higher than the national average (5.5 percent). Real average payroll per job in the region increased by 1.2 percent to reach \$43,190 in 2004. From 2000 to 2003, average payroll per job in the SCAG region relative to the average of the 17 largest metropolitan regions improved from about 91 percent to 94 percent.	2000 <b>B+</b>	2001 <b>B</b>	2002 <b>B-</b>	2003 <b>B</b> 2004 <b>B</b>
<b>Income</b>	For the first time since 2000, the region in 2004 achieved improvements in real per capita personal income (about 2 percent growth based on estimates). In 2003 (the most current official data available), per capita income in the region at \$31,477 was only 85 percent of the average of the 17 largest metropolitan regions, a slight improvement from the previous year. Among the 17 largest metropolitan regions, the SCAG region continued to rank last in terms of per capita income. In 2004, the region also achieved the first gain in real median household income (2.6 percent) since 2000 reaching \$50,106. More than 14 percent of residents lived in poverty in 2004, continuing to be higher than that in the state and nation. About 20 percent of children under 18 were below the poverty line. The poverty rates for all people and children under 18 in the region have remained unchanged since 2000. In 2004, the SCAG region continued to have the highest poverty rate among the nine largest metropolitan regions in the nation.	2000 <b>C</b>	2001 <b>C</b>	2002 <b>C-</b>	2003 <b>C-</b> 2004 <b>C</b>
<b>Housing</b>	In 2004, the region experienced the largest number of residential building permits issued (93,200 units) as well as the largest increase in permits in a one-year period since 1989. Notably, the number of permits for multi-family units increased by 33 percent in one year. Total valuation of permits in 2004 reached over \$19 billion, providing an important force for the economic recovery. Within the region, the Inland Empire (Riverside and San Bernardino) counties accounted for about 56 percent of the total permits issued. Since 2000, the homeownership rate increased by almost 3 percent and reached over 57 percent in 2004, though continuing to be significantly below the national average of 69 percent. In 2004, the housing market in the SCAG region experienced record home prices and the lowest level of housing affordability since 1989. Over 45 percent of owner households and 54 percent of rental households had monthly costs at or greater than 30 percent of household incomes, both up by 5 percent since 2000. Among the nine largest metropolitan regions in the nation, the SCAG region continued to have the highest housing cost burdens for owner and rental households.	2000 <b>C-</b>	2001 <b>D+</b>	2002 <b>D+</b>	2003 <b>D</b> 2004 <b>D</b>
<b>Mobility</b>	For at least the last two decades, the SCAG region has consistently ranked as the most congested region in the nation. In 2003 (the most current data available), a traveler in Los Angeles/Orange counties during the peak period experienced an average of 93 hours of delay, the highest among the major metropolitan areas in the nation, while a traveler in Riverside/San Bernardino counties experienced a total of 55 hours of delay, the 9th highest among major metropolitan areas. In addition, the total cost incurred due to congestion in the SCAG region was almost \$12 billion in 2003, significantly higher than any other metropolitan region. Between 2000 and 2004, carpooling share of work trips dropped by almost 3 percent with corresponding increases in drive-alone commuting, while the share of transit trips remained below 5 percent. In 2004, there was a slight increase in average travel time to work from the previous year. In 2004, motor vehicle crashes in the region resulted in 1,822 fatalities, the highest since 1995. While the rest of the state and nation saw reductions between 2002 and 2004, highway fatalities in the region increased by more than 8 percent during the same period. In 2004, the region's highway accident fatality rate at 1.18 persons per 100 million vehicle miles traveled was significantly higher than the national average (0.94 persons per 100 million vehicle miles traveled) for urban areas.	2000 <b>D</b>	2001 <b>D</b>	2002 <b>D-</b>	2003 <b>D-</b> 2004 <b>F</b>
<b>Air Quality</b>	In 2004, air quality in the region continued to exceed the federal standards but with noticeable improvements in Ozone, PM10 and PM2.5. The improvement was facilitated significantly by a much milder and favorable weather pattern. In the most populous South Coast Air Basin, the number of days exceeding the federal one-hour ozone standard decreased from 68 days to 28 days between 2003 and 2004, the lowest since 1976. In 2004, the South Coast Air Basin exceeded the federal 8-hour standard 90 days, a significant decrease from 120 days in 2003 and again the lowest since 1976. Between 2003 and 2004, the annual average of PM10 pollution in the Salton Sea Air Basin dropped significantly from 60 percent to about 30 percent over the federal standard. In 2004, the number of days exceeding the federal 24-hour standard (150ug/m <sup>3</sup> ) for PM10 decreased in all three non-attainment basins. As to PM2.5, the annual average concentration in the South Coast Air Basin also declined, from 24.9 ug/m <sup>3</sup> in 2003 to 22.1 ug/m <sup>3</sup> , but continued to exceed the federal standard of 15 ug/m <sup>3</sup> . Finally, the region continued to have no violation for carbon monoxide.	2000 <b>B</b>	2001 <b>B-</b>	2002 <b>C</b>	2003 <b>C-</b> 2004 <b>C</b>
<b>Education</b>	Since 2000, the region has made little progress in student performance including test scores and dropout rates. In 2004, 8th graders in the region continued to perform below the national median in reading and math test scores except in Orange and Ventura counties. Both Los Angeles (19 percent) and San Bernardino (17 percent) counties in 2004 continued to experience much higher dropout rates than the state average (13 percent). In 2004, every county in the region had less than 40 percent of high school graduates complete courses required for UC or CSU entrance. In addition, there continued to be significant disparities in educational performance among different racial and ethnic groups. Between 2000 and 2004, there were noticeable improvements in educational attainment in the region following the national trend. Nevertheless, among the nine largest metropolitan regions, the SCAG region remained in last place in the percentage of adults with at least a high school diploma (77 percent), and 2nd to last for at least a Bachelor's degree (27 percent).	2000 <b>D</b>	2001 <b>D</b>	2002 <b>D</b>	2003 <b>D</b> 2004 <b>D</b>
<b>Safety</b>	Violent crime rates have continued to decline since 1992. In 2004, the violent crime rate in the region declined by almost 10 percent from 2003, larger than the 5 percent reduction at the state level. In 2004, the violent crime rate in the region was only about 43 percent of the peak 1992 level. The reduction was most significant in Imperial County (-14.4 percent) and Riverside County (-11.3 percent). Ventura and Orange counties consistently had the lowest rates in violent crimes in the region. From 2003 to 2004, the juvenile felony arrest rate in the region increased by about 2 percent, in contrast to the trend of continuous decline between 1990 and 2003. Within the region, the juvenile felony arrest rate increased significantly in Ventura County (18 percent) and Los Angeles County (9 percent). At the state level, the juvenile felony arrest rate in 2004 remained almost the same as in the previous year. Finally, the incidences of hate crimes have also been decreasing since 2001.	2000 <b>B+</b>	2001 <b>B</b>	2002 <b>B</b>	2003 <b>B</b> 2004 <b>B</b>

**SCAG Region vs. 17 Largest Metropolitan Regions**  
(Average Payroll Per Job and Per Capita Personal Income)



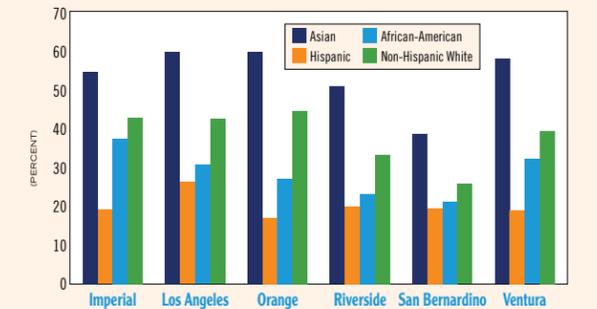
\*Defined as the CMSAs (Consolidated Metropolitan Statistical Areas)  
Source: U.S. Bureau of Economic Analysis

**Mode Choice to Work**  
(Workers 16 Years and Over)



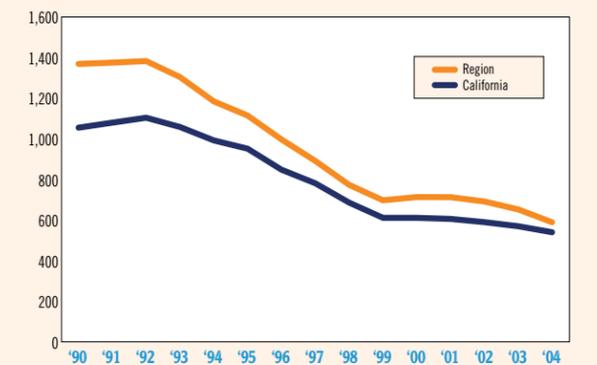
Source: U.S. Census Bureau, American Community Survey

**High School Graduates Completing Courses Required for UC or CSU Entrance by Race/Ethnicity (2003-2004)**



Source: California Department of Education

**Violent Crimes**  
(Per 100,000 Population)



Source: California Department of Justice